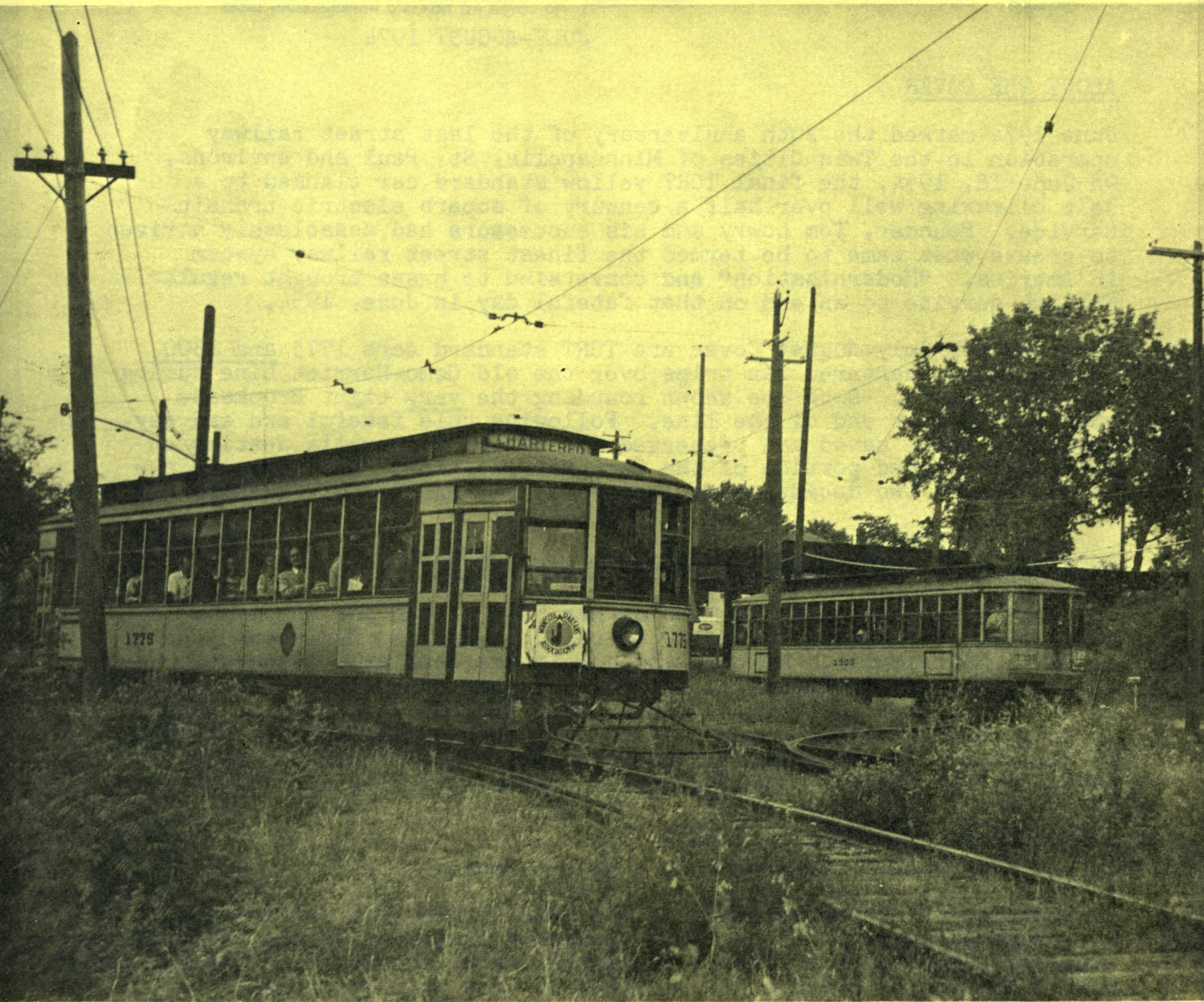


ANNIVERSARY ISSUE

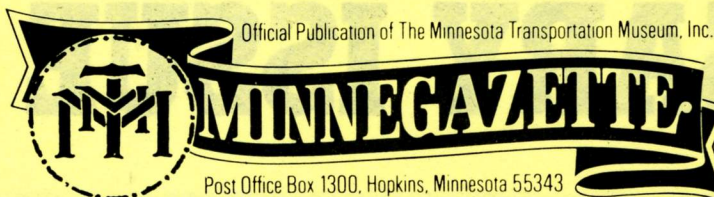


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MINNEGAZETTE

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ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR,
P.M. JOYCE, P.O. BOX 1300, HOPKINS, MINN. 55343.

JULY-AUGUST 1974

ABOUT THE COVER

June 1974 marked the 20th anniversary of the last street railway operation in the Twin Cities of Minneapolis, St. Paul and environs. On June 18, 1954, the final TCRT yellow standard car clanked to a halt climaxing well over half a century of superb electric transit service. Founder, Tom Lowry and his successors had ceaselessly striven to create what came to be termed the finest street railway system in America. "Modernization" and conversion to buses brought regular trolley service to an end on that fateful day in June, 1954.

Shown on our July-August Cover are TCRT standard cars 1775 and 1300 on the final chartered fan trips over the old Como-Harriet Line during the final hours. Both are shown rounding the very tight Brookside Loop at the West end of the line. Following this fateful and sad day, #1300 was alone saved and preserved for future Cinderella destiny on the now re-opened portion of the Como-Harriet Line. But, this is the way it was -- two decades ago. We're back -- HAPPY ANNIVERSARY!

TUESDAY, JULY 16th GENERAL MEMBERSHIP MEETING NOTICE

Our next general membership meeting has been slated for 8 p.m. on July 16th, 1974 aboard old #1300 at the Como-Harriet Streetcar line in South Minneapolis. Members and guests are cordially invited to take active part in this very important Museum function and are asked to be at the station platform - 42nd & Queen Ave. So. - at 8 p.m. sharp to board the car for a short ride to the Linden Hills Carhouse & yard. In addition to the regular MTM business program, the classic film entitled "The General" starring Buster Keaton will be featured.

LAKE HARRIET RESTORATION PROGRAM

-A Report From the President - George Isaacs

Museum members, those residing in the Twin Cities area particularly, are probably aware that the MTM'S Northward extension of the Lake Harriet Streetcar Line is under active consideration by the staff of the Minneapolis Park & Recreation Board. I would like to take this opportunity to inform the membership as to the status of our proposals to the Park Board.

The accompanying track sketch shown elsewhere in this issue depicts the latest line alignment (solid line) that the MTM has proposed to the Park Board staff. This alignment takes into consideration the planning staff's idea to realign William Berry Rd. and move a large portion of the parking spaces from Lake Harriet to Wm. Berry Park. The Museum's original alignment (dashed line) for its Northern extension would have followed the pipeline, connecting Lakes Calhoun & Harriet, to Richfield Road, then Northeast along the now abandoned East Calhoun Blvd. to about 37th Street. This alignment may still be considered if the Park Board decides not to change the Wm. Berry area. Your guess as to the outcome is as good as mine.

Report from the President (cont.)

Regardless of which alignment is finally decided upon, we are actively seeking Park Board permission to grade and lay track to the point marked "X". This point is presently outside our leased right-of-way (dotted line) and requires Board action before we can commence work. Our purpose in building this short extension is to be able to stop the car in view of Lake Calhoun and solicit donations for our final major extension to come in 1975 & '76 - as well as for the restoration of DSR/TCRT car #265.

We must bear in mind that before our major extension can be of value, we must have a second car in operation to afford the frequency of service necessary to attract the public to ride. Many will not wait 20 minutes or more to ride a streetcar no matter how historic the experience. We must continue to move forward on all fronts if the Como-Harriet is to become that permanent and viable institution of which we have all dreamed and worked so hard thus far to create.

Respectfully,

George K. Isaacs, President

COMO-HARRIET PROGRESS REPORT

by Scott Heiderich - VP, Operations

Through the steady dedication of our volunteer work force, we have made great progress on our stated work goals for 1974. With Ken Snyder and John Larkin providing trucks, Museum members moved one entire heavy switch to the C-H site. This switch was then installed and put into operating condition for the mid-May opening day of #1300 operations. Thanks to all hard-working track men and Herb Pinske's expert technical direction in meeting our switch deadline. MTM was also able to install permanent platform stanchions in the station area, saving much future time and effort in setting-up and closing down the daily #1300 operation. The interior of #1300 has also been redone with seat, floor, seat legs, stepwells and other painted surfaces excellently redone by Ray "Casey" Bensen Jr. The picturesque Minnehaha Depot will become even more so - it was recently prepared for painting by one of the Saturday work crews and then spray washed by Bob Renz. Our long anticipated Northern extension has been accelerated by the fine surveying effort by new member Bill Marshall, ably assisted by Gary Neunsinger & Bill Graham. We hope to receive the Park Board's 'Green Light' to continue North to Calhoun very soon. We will then move ahead with the expansion. We already have the needed track materials on hand at the site. Again, we thank that individual volunteer member who gives MTM one Saturday a month of dedicated hard work, without which, none of the above work could have been accomplished. We also extend our thanks to SGT. Charles Berger, HHC 3rd BN.. 3rd Inf. 88th US Army Reserve, and his men for moving 50 rails from the Minnesota Transfer RR to our C-H site during July & August. We will continue towards completion of our work goals for the 1974 season.

MTM: PAST, PRESENT & FUTURE - by John Stein, Director

When the Minnesota Transportation Museum formed over a decade ago, we set our goals high. From the beginning, our purpose has been to; carry on educational activities, by exhibiting and operating items of land transportation, with particular emphasis on their effect upon Minnesota!*

MTM: PAST, PRESENT & FUTURE (cont.)

To carry out this objective, we have every intention of obtaining a 2nd, new site, where additional phases of Minnesota Transportation history can be displayed.

Your Board of Directors has determined that, although much expansion work is planned for the Como-Harriet Streetcar Line, we are also now ready to plan for future growth in 'Steam Railroading.' A committee has been set up, consisting of James Harrison, Aaron Isaacs, and John Stein, as chairman, to pursue a new site.

The criteria used in site selection, as determined by the Board of Directors, include a reasonable length of run, proximity to the Metro. area., pleasant scenery, and, most important, fun for the MTM'ers who will serve on the line.

A number of unused or little used local lines meet these criteria and we are now carrying on serious studies of this various trackage to determine which should figure in MTM's future. Negotiations are underway, with the full intention of obtaining one of these lines for our use, and there is a very excellent likelihood that a new site arrangement can be reached during 1974 or 1975. Several alternatives are being sought.

Members should bear in mind that this is a long, arduous process, particularly for the volunteers involved. It took from 1963 to 1969 for MTM to re-establish the Como-Harriet Line. The problems of establishing a Railroad Museum will be far more complicated; however, we've learned a bit more about how to build a Transportation Museum and we'll hopefully be able to much more quickly.

What do you see in MTM's future? Does the idea of MTM expansion excite you. With any luck we'll soon be announcing the entry of MTM into new areas.

"SALUDO" TO OUR TRACKMEN!

MTM's track program functions under the able direction of Vice-Pres. Scott Heiderich. His planning and supervision, along with the help of members Herb Pinske and several others, plus the hard work of the individual crew members, results in a very professional quality of track work. Our future track construction will be performed to the same high standards. Now, trackwork isn't for everybody; it takes talent (and desire) to put together quality trackage utilizing new, old, and often unmatched materials, handling much of this heavy material largely with prybars and bare hands. The MTM track crew is not composed of amateurs trying to do a creditable job, but rather semi-professionals capable of very good work. They maybe meticulous but when the job is done, it's properly executed! Trackwork is a hard job with little glamour. But it is a very necessary function. Indeed the Museum is deeply indebted to the track personnel for their effort in providing a high-standard right-of-way for the operation of '1300'. We commend those who make up the MTM track crews - those who perform most of MTM's backbreaking work. The next time you ride '1300', think a moment about the tremendous amount of physical labor that went into laying the smooth track and of those who built it. Try trackwork! Like they say "Try it - you'll like it," and it keeps you in great physical shape!

MTM MISCELLANY

Color Postcards Here

As mentioned in our last 'Gazette' our first color postcard of '1300' and the Como-Harriet Line have been produced and are now available on the car! Enclosed with this issue is a complimentary copy of the new card. Our thanks to photographer Kent Kobersteen for his permission to use this colorful and nostalgic view of "the trolley of summer."

Ride the Trolley Flyers

Again, with this issue, we've attached another copy of our Lake Harriet ' Ride the Trolley Flyer' -- spread it around. Let'em know where we are and when we run!

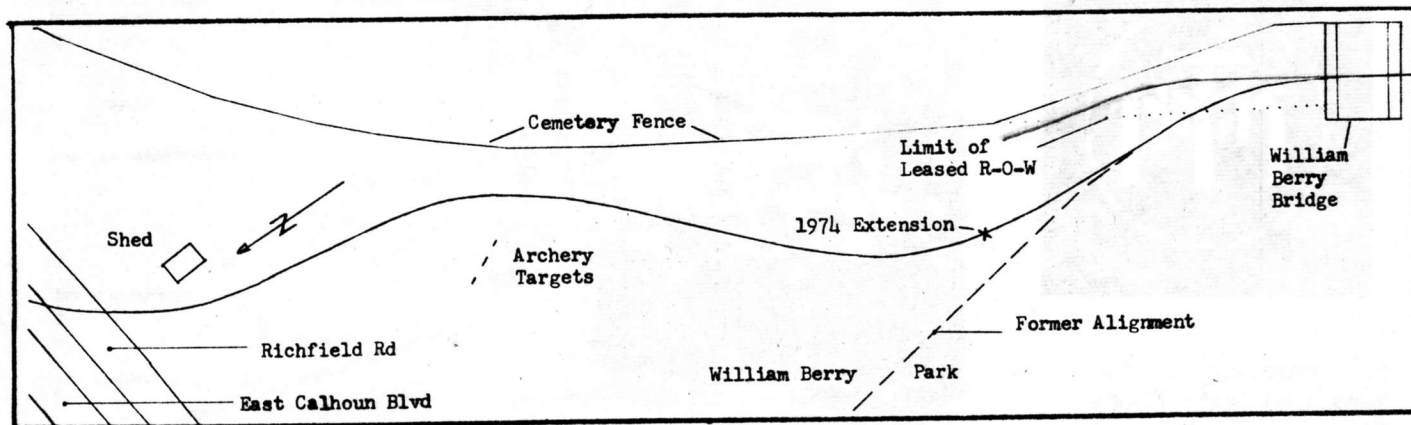
Wildwood Re-Issue

Another rare TCRT early 1900's tourist-tour brochure has been reprinted by MTM. This very unique, multi-folded, pictorial art piece, was originally published by the Twin City Rapid Transit Co. to publicize its famous Wildwood Amusement Park/Resort at White Bear Lake. The facilities of this now vanished park are described in detail along with artists views of Wildwood Park and station stop and a track map of the old TCRT White Bear, Stillwater and Mahtomedi lines (the latter survived until 1950). Members wishing to obtain a copy of this unique, historical document printed on high quality chromcote stock (as was the original) may do so by sending \$1.00 with a stamped, self-addressed envelope to 'Trolley, Box 1300, Hopkins, Minn. 55343. Copies will also be available on the car this summer. As usual, such contributions go toward the C-H restoration. A special note of thanks to the H.M. Smyth Co., St. Paul for their superb and faithful recreation of this piece of historical 'Minnesotania.'

Electrical Technician Needed

President George Isaacs asked that any member interested in helping with the Como-Harriet electrical system - Car Motors, the power-supply installation, etc., contact him at 484-7512. Previous electrical experience or avocation is preferred.

Proposed New C-H North Line Track Alignment

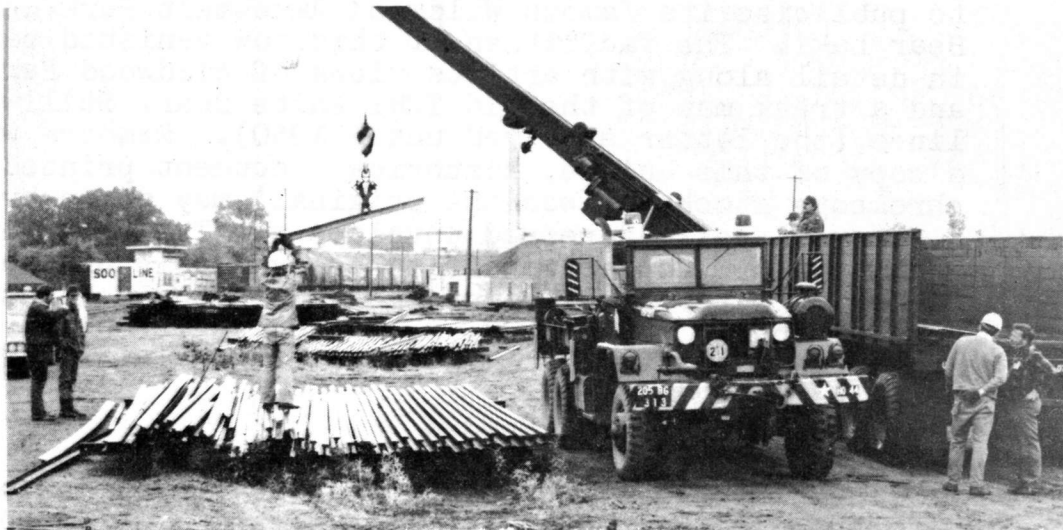




MTM PHOTO POTPOURRI
TOP

MTM'rs swarm over the venerable Minnehaha depot during the recent repainting spree. The So. Mpls. Victorian gem now wears a new protective coating
RIGHT

Views of the joint MTM HHC 3rd BN Inf 88th U.S. Army Reserve rail moving mission; Heavy equipment certainly helps!



Pix courtesy of Bob Renz and Norm Podas
(front cover)



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August 2021

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We Make Minnesota's Electric Railway History Come Alive!